

Capitol Currents

House Conducts WRRDA Anniversary Oversight

IF THE JUNE 10 WATER RESOURCES AND ENVIRONMENT SUBCOMMITTEE ONE-YEAR ANNIVERSARY HEARING ON WRRDA IMPLEMENTATION could be looked at as a meal, it's fair to say that virtually all the Congressional diners, Republicans and Democrats alike, left the table very hungry. From House Transportation & Infrastructure (T&I) Committee Chairman Bill Shuster ("the Administration is purposefully misrepresenting the new project authorization process"), to T&I Ranking Member DeFazio ("totally opaque process ... (run by) trolls at OMB"), to the House Water Resources and Environment Subcommittee Chairman Bob Gibbs ("implementation has not met the Committee's expectations") to Congressman Tom Rice ("... the

Corps obstructs rather than promotes... projects in my district") to Congressman Rodney Davis ("my frustration won't be alleviated until we see progress") to Congressman Garrett Graves (who spent almost five minutes listing provisions in WRDA 2007 and WRRDA that he said the Corps has failed to implement) the message of dissatisfaction and frustration with the Corps was loud and clear.

Chief of Engineers LTG Tom Bostick defended the Corps by explaining that they got a slow start because of the decision to hold "listening sessions" to solicit public views last summer. Standing up a new "tiger team" to focus on expediting the process, which occurred five weeks ago, should help the Corps progress from around 38% today to 50% by the end of the year for implementation guidance issued, according to Bostick.

The Inland Waterways Trust Fund (IWTF) was mentioned by a few Members. Ranking member DeFazio offered the Able Act's 9-cents-per-gallon diesel fuel tax increase that occurred last December as an example of the inland waterways industry and Congress attempting to do their parts to increase investment in the nation's river transportation system. In response to a question from Congressman Todd Rokita, Assistant Secretary of the Army (Civil Words) Jo-Ellen Darcy indicated that, in its FY16 budget proposal, the Administration had fully considered the additional revenue that would flow into the IWTF from the new diesel tax increase, a response that stunned many given the much lower Administration IWTF request than what can be supported by the new tax in FY 2016. ♦



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President Obama signed the WRRDA bill into law on June 10, 2014, as key Members of Congress watched. At a June House Committee hearing it was revealed that, "In the one year since enactment, the Corps has issued less than 40 percent of the implementation guidance, much of which is to carry out nontechnical sections of the law."

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FY '16 Appropriations Strong, Not Yet Final

The Congressional appropriations process has been following quasi-regular order, with six of 12 bills passed by the House. The FY2016 Energy & Water Development (E&WD) appropriations bill that funds the Corps of Engineers is one of those bills. The Senate version of the E&WD bill has been marked-up by the full Senate Appropriations Committee, but awaits consideration by the full Senate.

Recommended FY2016 funding is strong for the Corps in both bills, with the Civil Works' mission receiving \$5.637 billion in the House and \$5.5 billion in the Senate.

The Construction account received \$1.635 billion in the House (40% more than the Administration's request), and \$1.641 billion in the Senate. Both the House and Senate recommended what they depicted as full use of the Inland Waterways Trust Fund (IWTF) at \$340 million in FY '16. Operations & Maintenance received \$3.094 billion (the highest ever) from the House and \$2.909 billion from the Senate. Harbor Maintenance Trust Fund (HMTF) funding "hit the target" at \$1.25 billion from the House, and Senate appropriators. ♦

WCI Part of USACE Planning Associates 2015

During the week of April 27 in Huntington, WV, the Corps' held its 2015 Inland Navigation Planning Associates (PA) Program, an advanced training opportunity in water resources planning offered by the U.S. Army Corps of Engineers. The goals of the PA Program are to broaden planners' competencies in solving complex water resources problems and challenges, and to strengthen their leadership talents. The

program curriculum is rich in team building, leadership training, experiential training in the Corps' Civil Works business programs, case studies, individual and group projects, instructional training and experiences, and networking opportunities with leaders from the public and private sectors. The PA Program is targeted to journeyman-level professionals in the field of water resources. ♦

Dam Class: 2015 Inland Navigation Planning Associates gather for a photo at London Lock and Dam. Deb Colbert, WCI SVP (front row), and Jay Ruble, Director – Continuous Improvement, Crouse Corporation (back row center in hat), participated on the tour at London, as well as on the inland navigation panel that also featured Kristin Meira, Executive Director, Pacific Northwest Waterways Association, and Jim Stark, Executive Director, Gulf Intracoastal Canal Association.



What is Right with Congress?

By *The Honorable Blanche Lincoln*

It is generally agreed that the 113th Congress, which wrapped up its work last December, was one of the more dysfunctional legislative assemblages in recent memory. A two-week shut down of the federal government was the low ebb of that distinctly divided two-year period of American political history. As a result, the 113th Congress will be remembered mostly for its brinkmanship and political acrimony.

That said, the 113th Congress was able to find consensus on one important set of issues; water projects. The Water Resources Reform and Development Act (WRRDA) of 2014, signed by the President last June, was the first water bill to become law since 2007. It was truly a rare moment of bipartisanship and is a strong endorsement of the effective alliance between barge companies, agriculture, labor and business.

Building on what was already a significant accomplishment in passing WRRDA, this alliance was also able to convince lawmakers to pass a 45 percent increase in the diesel user fee for the Inland Waterways Trust Fund, which is expected to generate hundreds of millions for dam and lock upgrades annually. With these significant wins, Waterways Council and its coalition allies were uniquely successful in the debilitated 113th Congress. WCI, its members, and the members of the coalition that worked so hard to make these wins possible deserve accolades. We must, though, stand a vigilant watch to ensure that the additional funds are used for their intended purposes and that our coalition remains tactile and effective. We have had a successful upstream tug in rough Congressional waters but that doesn't mean our goods are yet safe at port.

In contrast to its forebear, the 114th Congress started with an unexpected flurry of bipartisanship. Speaker Boehner has managed his majority with finesse while newly installed

Senate Majority Leader, Mitch McConnell, made his emphases a return to “regular order,” which from my perspective is how the Senate works best. McConnell has empowered his committee chairs and laid out expectations for an orderly FY 2016 appropriations process. In this new legislative environment Congress has managed to pass a budget, negotiated a permanent “doc fix” (a repeal of budget restraints on Medicare payments for physician services), and reached an agreement on Trade Promotion Authority and Trade Adjustment Assistance.

Whether the progress Congress has been making will continue is difficult to know. The Supreme Court removed a significant barrier to continued Congressional cordiality by ruling that the Affordable Care Act need not be rewritten, but other obstacles are bobbing off the legislative bow. Republicans have been resolute on maintaining current spending caps which threatens to derail the FY16

appropriations process, and the Presidential election is already distracting the agenda.

So what is right about Congress is that it has survived itself. It has scraped off the barnacles of the 113th Congress, and it is steering confidently in a new direction. In my opinion, it learned a lesson from the great efforts of the waterways industry in the 113th Congress - that working together gets results. I am optimistic that the 114th Congress will rise to the occasion, get its job done, and avoid the sort of debilitating setbacks that have marred the reputation of Washington and hurt the U.S. economy. The 114th Congress may not get much accomplished beyond the necessary, but they seem determined to steer well away from the shoals of dysfunction. If they strive to follow the great example of our waterways coalition, they will steam smoothly ahead. *Former Arkansas Senator Blanche Lincoln, now Principal of the Lincoln Policy Group, is a consultant to WCI.* ♦



Sen. Blanche Lincoln



MG Ed Jackson



MG John Peabody

MG Peabody to Retire; MG Jackson to Succeed

Major General John Peabody, Deputy Commanding General for Civil and Emergency Operations since October 2013, is scheduled to retire at the end of August. General Peabody entered military service in 1980 upon commissioning as a second lieutenant in the Corps of Engineers, spending most of his career as a combat engineer. Staff assignments include Company Executive Officer and Aide-de-Camp in the 193rd Infantry Brigade, Instructor at the U.S. Army School of the Americas; Assistant S3 in the 307th Engineer Battalion (Airborne); the 13th Corps Support Command Engineer, Fort Hood, Texas; the Logistics Support Command Engineer in Somalia; S3 of the 17th Engineer Battalion, 2nd Armored Division; Pol-Mil Division Chief of the J5, U.S. Southern Command in Panama; Senior Engineer Trainer at the National Training Center in Fort Irwin, Calif., and Programs Division Chief of the Army's Office of the Chief, Legislative Liaison. Previous commands included the 618th Engineer Company (Light Equipment) (Airborne), 82nd Airborne Division; the 299th Engineer Battalion, 4th Infantry Division at Fort Hood; the Engineer Brigade for the 3rd Infantry Division during Operation Iraqi Freedom I; as well as three Corps of Engineers Divisions for over eight consecutive years – in sequence, the Pacific Ocean, Great Lakes and Ohio River and the Mississippi Valley Divisions. He also served five years on the Mississippi River Commission, culminating as the 36th President of the Commission.

General Peabody will be succeeded by MG Ed Jackson, currently Deputy Commanding General for Military and International Operations. General Jackson most recently served as Commanding General (Forward), Transatlantic Division, USACE in Kabul, Afghanistan. In addition, MG Jackson's command assignments included Operation Enduring Freedom; Commanding General of the Corps' South Atlantic Division (Atlanta); Commander and District Engineer of the Corps' Little Rock District; and Commander,

54th Engineer Battalion (Mechanized), Operation Iraqi Freedom.

Waterways Council thanks General Peabody for his service to the inland waterways industry and to the nation, and we welcome General Jackson to the post. ♦

Corps Named a 'Best Employer'

The U.S. Army Corps of Engineers was just ranked as #128 in Forbes recent ranking of "America's Best Employers 2015." The

Forbes

Corps' ranking was just ahead of companies like Ford (133), ConocoPhillips (131), Marriott (151) and Chevron (155). Google (1) and Costco (2) topped the list. The Corps also ranked 10th in the government services industry, 6th out of the Federal government, and 8th in the engineering subfield.

Federal agencies that ranked ahead of the Corps were the U.S. State Department (34), the Forest Service (60), National Institutes of Health (69), the U.S. Coast Guard (85), and NASA (98).

Employees in more than 500 companies and 25 industries with a headcount over 2,500 employees were polled. Respondents were asked, "Would you recommend your employer to someone else?" Demographic respondent data in the survey was representative of the U.S. workforce as a whole.

See the complete list here:

<http://www.forbes.com/best-employers>. ♦

USACE ON THE MOVE...



The Senate has confirmed these Engineer officers for promotion to the rank of Major General in the U.S. Army Corps of Engineers:

MG Tony Funkhouser is currently serving as Commandant, United States Army Engineer School, United States Army Maneuver Support Center of Excellence, Fort Leonard Wood, Missouri. He will soon assume the role of Deputy Commanding General for Initial Military Training, United States Army Center for Initial Military Training, United States Army Training and Doctrine Command, Joint Base Langley-Eustis, Virginia. His most recent assignment was Commanding General, Northwestern Division, USACE.

BG(P) Kent Savre currently serves as Commanding General, U.S. Army Maneuver Support Center of Excellence and Fort Leonard Wood. He most recently served as Commander, North Atlantic Division, USACE.

REASSIGNMENT: In early April, **Ms. Christine Altendorf**, Chief Environmental Community of Practice for Corps Headquarters, was reassigned to the position of Regional Director (Pacific), U.S. Army

Installation Management Command (IMCOM), Fort Shafter, Honolulu, HI.

In early February, these announcements were made: **Major General Mark W. Yenter**, Assistant Chief of Staff, C-3/J-3, United Nations Command/ Combined Forces Command/United States Forces Korea, Republic of Korea to Deputy Commanding General for Military and International Operations, United States Army Corps of Engineers, Washington, DC.

Brigadier General John S. Kem, Commanding General, United States Army Engineer Division, Northwestern, Portland, Oregon to Deputy Commandant, United States Army Command and General Staff College/Deputy Commanding General, Leader Development and Education, United States Army Combined Arms Center, Fort Leavenworth, Kansas.

Brigadier General Scott A. Spellmon, Commanding General, United States Army Operational Test Command, Fort Hood, Texas to Commanding General, United States Army Engineer Division, Northwestern, Portland, Oregon. ♦

Meet Our New Hire



Mr. Zea

WCI has hired Tracy R. Zea as its Director-Government Relations. Tracy will be based in the Washington, DC office and will begin August 4. He will primarily be focused on advocating for our goals for appropriations and legislation, and will enhance our stakeholder relationship with the Corps of Engineers. He will also be responsible for tracking implementation of WRRDA by the Corps and ensuring that WCI's views are reflected in the outcomes.

Before joining WCI, Tracy served on the Committee on Transportation and Infrastructure for five years. During his time on the Committee he assisted in legislation related to the Federal Aviation Administration reauthorization, Map-21 highway reauthorization, and played an

integral part in getting the Water Resources Reform and Development Act of 2014 enacted. Prior to joining the Transportation and Infrastructure Committee, he worked for Senator John Thune (R-SD). Mr. Zea earned a Bachelor of Science degree in Political Science from South Dakota State University.

Of the new role with WCI, Tracy said, "The Director of Government Relations at Waterways Council, Inc. is a crucial position for developing policy that promotes growth and prosperity for the inland waterway system. I hope to bring awareness and address the needs of all members of WCI."

He can be reached at tzea@waterwayscouncil.org; (202) 765-2114. ♦

WCI Hosts Reporters at Locks

In an effort to help educate the news media about the importance of the inland waterways system and the condition of lock and dam infrastructure, WCI led media tours to LaGrange Lock in Peoria, IL in April, and Chickamauga Lock (Chattanooga, TN) and Kentucky Lock (outside Paducah, KY) in early June. ♦

Lock tour. Photo 1: Bloomberg/Business Week reporter Shruti Singh takes notes while touring LaGrange Lock. To her right is LaGrange's Lockmaster Bill Cross, Assistant Lockmaster Jim McKeon, and Paul Rohde, WCI Vice President. Photo 2: Far left: Washington, DC-based reporters Ethan Epstein (Weekly Standard) stands with Brooke Appleton (National Corn Growers Association); Jerry Hagstrom (The Hagstrom Report/National Journal) and Geof Koss (Energy & Environment Daily) on the WCI-hosted media tour of Chickamauga and Kentucky Locks, June 8-9. Photo 3: Reporters, stakeholders, and WCI President/CEO Mike Toohey gather at the Corps' Chickamauga briefing room to learn more about the project from Project Manager Don Getty (pointing). Photo 4: Rep. Chuck Fleischmann (center) participated in the media tour of Chickamauga Lock, picture here with Major Brad Morgan, USA.



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Olmsted Completion Ahead of Schedule

By Matthew D. Lowe, PE, PMP, Project Manager, Olmsted Division, Louisville District, U.S. Army Corps of Engineers

The Olmsted Locks and Dam project on the Ohio River continues on pace to be operational in October 2018, almost two years earlier than forecast in the U.S. Army Corps of Engineers' (USACE) 2012 Post Authorization Change Report (PACR). In 2014, during its regular bi-annual Mega project review, the US Army Corps of Engineers Cost Center of Expertise also validated that the project remains within its \$3.1B fully-funded authorization.

With the last of the 18 tainter gate (TG) shells set in June 2014, the project transitioned to construction of the navigable pass (NP) and placed its first paving block a month later. In summary, for the 2014 low water season (LWS), USACE set nine shells comprised of two TG shells, the right boat abutment (RBA), two NP shells and four paving blocks (PB). This placement represented an 80% production increase over the previous best seasons (2011, 2013) to date.

The NP portion on the dam extends from the TG section across the river to the Kentucky fixed weir. It consists of a RBA, 12 NP shells and their associated paving blocks and a left boat abutment (LBA). For the 2015 LWS, the project plans to set four paving blocks and three NP shells as part of its

baseline milestone schedule. However, four additional paving blocks have been identified as LWS "stretch goals" and will be available to set should late season river conditions allow. Accordingly, the Olmsted project will be prepared and positioned to set 11 shells total this LWS leaving only seven remaining to complete in follow-on seasons. In addition to setting these large precast shells in the river, the project continues to drive all the necessary foundation piles and master/sheet piles in the NP section to support this opportunistic tempo.

The project also erected the first of its five tainter gates in 2014. Fabrication of the second tainter gate is complete, expected to arrive at the Olmsted site this July and scheduled for erection in the August timeframe. Although the baseline schedule planned on receiving/erecting only one tainter gate each LWS, the project delivery team is now exploring an accelerated delivery of tainter gates No. 4 and No. 5 by one season to complete all tainter gate installation by the end of the 2017 LWS or one year earlier than planned.

USACE's Louisville District completed the re-design of the LBA in May of 2015 to enhance its constructability and facilitate an approximate 4.5 month LWS schedule savings by using a thin wall cofferdam technique successfully employed by the Corps on the New Orleans Surge Barrier project. The 206' LBA extends from the NP-12 shell of the navigable pass to the Kentucky fixed weir and is used to align the operational support fleet to the navigable pass structure. The current LBA baseline schedule consists of driving the foundation piles at the end of LWS 2015, building the cofferdam in LWS 2016, and completing the LBA in LWS 2017.

Recent funding of Olmsted at its published capability level have led to increased productivity and more effective cost control. By recognizing lessons learned, adopting best practices and implementing a proactive risk management posture, the Olmsted project delivery team continues finding opportunities to expedite delivery of the most critical inland waterway navigation project to the Nation. ♦



Olmsted's tainter gate #1 is shown (on right, raised), with the catamaran barge setting Paving Block 5 (in distance, back left), performed on June 10, 2015.

Inland Waterways Users Board Meets in Galveston

The 75th meeting of the Inland Waterways Users Board (IWUB) was held on May 14 in Galveston, Texas, preceded on May 13 by a tour of the Brazos River Floodgates. This would be the last meeting of the IWUB before all appointments on the Board lapsed and ultimately expired on May 27. Reappointments for the 10 members who most recently served are expected to be announced, along with an 11th seat, which has not been filled for two years.* The appointments are made through the office of the Assistant Secretary of the Army for Civil Works.

At the Galveston meeting, the IWUB noted that Inland Waterways Trust Fund (IWTF) revenues were higher for the first six months of

this fiscal year than each of the previous four years, for a total of \$40.16 million in the six-month period ending March 31. The 9-cent user fee increase, effective April 1, 2015, will significantly further increase the revenue stream.

In project works, the Corps told the IWUB that Olmsted is ahead of its completion schedule due to favorable weather and higher levels of project funding (*see article, page 7.*)

For the Lower Mon project, there is a Chief's Office recommendation that Charleroi's landside chamber and the Port Perry Bridge work be delayed. This will still allow for 90% of project benefits to be achieved, and with current funding maintained, delivery of the Lower Mon project five years ahead of schedule.

Chickamauga Lock and Dam will undergo an economic re-evaluation assessment this summer, with projected costs nearly four times higher than the authorization, if construction continues to be delayed.

A three-year re-scoping study for a shallow-draft lock at Industrial Canal Lock has started, with analysis of options with lengths of 900-1200-feet, widths of 75-110 feet, and sill depths of 16.5-22 feet.

\$3.8 million in Federal funding will be needed annually to operate and maintain the East and West Closure Complexes in New Orleans. WRRDA directed the Corps to assume 65% of total O&M cost for these projects.

The Institute for Water Resources is trying to standardize the Lock Performance Monitoring System (LPMS) to address concerns over under-reporting of delay times. Revised protocol will re-define wait time by mandating that queue time be added to delay time at the arrival point to align Corps data collection more closely to industry wait-time calculations.

The next meeting of the Inland Waterways User Board will be held near Chickamauga lock in Chattanooga on August 11-12.

* *Editors Note: IWUB reappointments have just been made, with Holcim filling the 11th seat.* ♦

Nashville Corps Change of Command



Photo by Cline Jones, TRVA

Winds of change. Brigadier General Richard G. Kaiser, Commander and Division Engineer, Great Lakes and Ohio River Division, stands between Nashville District's Outgoing Commander and Engineer Lt. Col. John L. Hudson (left) and the Incoming Commander and Engineer Lt. Col. Stephen Murphy (right). Holding the Corps' flag is Mike W. Wilson, Deputy for Project Management, the District's senior civilian. The ceremony took place June 16.

Scenes from SCI's 38th Annual Silver Bell Awards Dinner



The Seamen's Church Institute (SCI) held its 38th Annual Silver Bell Awards Dinner on June 4 in New York City, honoring Craig E. Philip, Research Professor at Vanderbilt University in the Department of Civil and Environmental Engineering, with its Lifetime Achievement Award. Angeliki Frangou, Chairman and CEO, Navios Maritime Holdings Inc., received the SCI Silver Bell Award and Captain Robert E. Johnston, Retired President & CEO, OSG, was presented the SCI Lifetime Achievement Award.

Seamen's Church Institute Awards. Photo 1: Cherrie Felder (Channel Shipyard Company) and John Doyle (Jones Walker). Photo 2: (left to right) Rev. David Rider (SCI), Jill Flowers, Mark Knoy (American Commercial Lines), Mary Knoy, Lou Darling. Photo 3: A special part of the SCI Silver Bell Awards dinner is the blessing of the tugboats on the Hudson River. Photo 4: Orrin Ingram (Ingram Barge Line), Kim Nowell (Ingram) and Lisa Biro Finn (formerly with SCI). Photo 5: Rev. Rider (left) stands with SCI 2015 Lifetime Achievement Award recipient Dr. Craig Philip (center) and Mark Knoy. (Photos by SCI.)

Supreme Court Limits EPA

On June 29, the Supreme Court pushed back against the Environmental Protection Agency's (EPA) highly controversial greenhouse gas emissions rules. The Court's decision does not affect the EPA's proposal to create stringent national standards for new and existing power plants, which calls for reducing emissions by as much as 30 percent by 2030. It does, however, limit the Administration's



One of WCI's top issues is to support affordable energy. Our waterways transport 20% of the power used in electric power generation, and the coal moved on the Ohio River represents 60% of the commodity total tonnage.

requirement that companies expanding or building new industrial facilities that could increase pollution must find ways to reduce carbon emissions through a permitting process. Supreme Court Justices stated the EPA lacks authority to force companies to do so.

According to news reports, "Under Monday's ruling, EPA can continue to require permits for greenhouse gas emissions for those facilities that already have to obtain permits because they emit other pollutants that EPA has long regulated. But Justice Antonin Scalia, writing for the court's conservatives in the part of the ruling in which the justices split 5-4, said EPA could not require a permit solely on the basis of greenhouse gas emissions."

The Obama Administration has failed in efforts to move climate change legislation through Congress, and some see this ruling as a way to challenge all of the EPA's efforts to reduce global warming.

Stakeholders from the utility industry, the U.S. Chamber of Commerce and 13 states had called for a court ruling that the EPA "overstepped its authority by trying to regulate greenhouse gas emissions through the permitting program." ♦

INDUSTRY EVENTS AHEAD...

August 3-4: Gulf Intracoastal Waterway Association (GICA) 110th Annual Seminar, Westin One Canal Place (New Orleans).

August 4: Upper Mississippi River Basin Association (UMRBA) quarterly meeting (La Crosse, WI).

September 16-18: National Waterways Conference (NWC) Annual Meeting (Little Rock, AR).

October 7-9: Pacific Northwest Waterways Association (PWNA) Annual Convention (Portland, OR).

November 11-13: WCI Annual Meeting and Waterways Symposium, Omni Royal New Orleans (New Orleans).

December 10: Seamen's Church Institute (SCI) 16th Annual River Bell Awards Luncheon, Paducah McCracken County Convention and Expo Center (Paducah, KY).

SAVE THE DATE. March 9-11, 2016: WCI 2016 Washington Meetings, Madison Hotel, Washington, DC. ♦



Stakeholders Urge NESP PED in FY '16

Sixty seven (67) stakeholders from the conservation, agriculture, labor, and shipping sectors who want the Navigation Ecosystem Sustainability Program (NESP) to move forward sent a letter June 18 to Senators Thad Cochran and Barbara Mikulski, Chairman and Ranking Member, respectively, of the Senate Appropriations Committee, as well as to Senators Lamar Alexander and Dianne Feinstein, Chairman and Ranking Member, respectively, of the Senate Energy & Water Appropriations Subcommittee. The letter also

went to Rep. Hal Rogers and Rep. Nita Lowey, Chairman and Ranking Member, respectively, of the House Appropriations Committee, as well as to Rep. Mike Simpson and Rep. Marcy Kaptur, Chairman and Ranking Member, respectively, of the House Energy & Water Appropriations Subcommittee. WCI spearheaded the letter urging the continuation of Pre-Engineering Design funding (\$10 million) for NESP in FY'16. Read the letters [here](#). ♦



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